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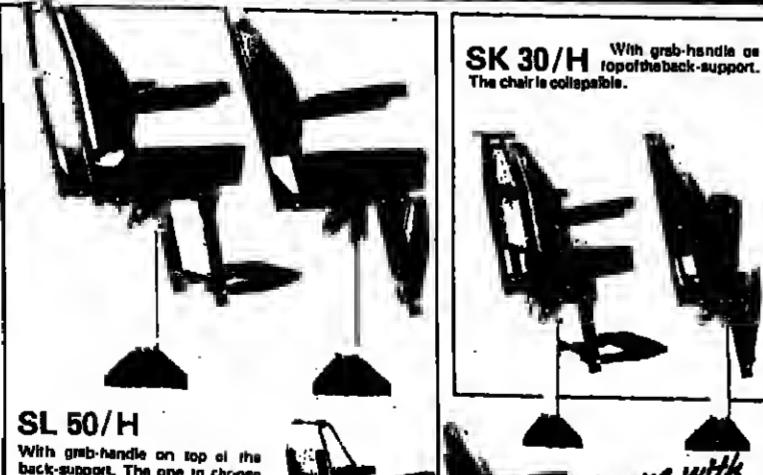
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Cod makes over £70 a kit at Grimsby

MERCHANTS at Grimsby found themselves paying some of the highest quayside prices this year when landings slumped to just over 16,000 kits last week.

They were trying to meet the sudden demand for more fish of the holiday season officially ended.

Top-quality North Sea cod burst through the £70 per kit barrier within minutes when markets re-opened after the late summer Bank Holiday. Middle and distant-water cod also climbed, to over £60 and £50 per kit at the top end of the market, and with supplies of fish in general so light there was never any danger of a price collapse.

Sporadic

The sporadic fishing by distant water vessels on the Bear Island grounds was underlined by a mere 6,529 kits from seven trawlers. It is several months since so many deep-water vessels landed in one week, let alone four days, but only three returned to Grimsby with more than 1,000 kits.

They belonged to BUT and so for the second successive week the firm scored the three best grossings from just three landings.

First home was Ross Rodney (Skipper Les Edward) after 24 days to collect £40,405 from 1,101 kits, but the next day Ross Kipling (Skipper Bill Fernands) improved on this with a £41,005 grossing from 1,449 kits taken during a 23-day trip.

Top trip

Finally, last Friday, Ross Kelvin (Skipper Barry Stokes), back after 24 days, topped the lot with the week's best of £45,254 from 1,310 kits.

Top vessel in the Boston Group was Belgaum (Skipper Eddie Grant) which raised £28,781 while Consolidated's best effort came from Aldershot (Skipper Ally Call) with £25,851 from 738 kits.

The problems of supply were added to by disappointingly small middle-water landings caused by slack

fishing on the Westerlies, particularly on cod and codlings. Yet again this section was a triumph for BUT and Ross Tiger (Skipper Johnny Wad-

dingham), its only middle-

winter vessel to land in quantity and she was miles clear of her rivals with a £23,082 grossing from 643 kits.

NO HULL LANDING

HULL WAS without trawler landings last Friday and the previous day £1,016 kits, supplemented by early arrivals of 1,500 kits.

The Boyd Line's Aga Vandal (Skipper B. Ross) back from a 26-day trip to the Bear Island ground with 929 kits, grossing £33,880, the vessel's coded average £38.81 per kit. Guldborg landed 810 kits.

15,000 sq. miles which had to be monitored and patrolled within the old 12-mile limit had increased to 130,000 sq. miles inside the 200-mile limit.

To the present fleet of a patrol ship, three coastal minesweepers, a chartered stern-trawler and a training vessel able to do protection work, the government was adding a second ship to be launched this month. And steps are being taken towards the building of a third vessel.

To meet the extra needs, expenditure on the Naval Service, which was £4 million in 1976, was likely to rise to £6.7 million this year.

Another speaker, Brian Lenihan, the Fisheries Minister, said that herring conservation measures which he had to apply were short-term and "taken on the best scientific advice available to me."

The dinner followed the arrest of two more Spanish trawler skippers during the past week. One leading fisherman was to suspect that the Spaniards may be deliberately testing the 200-mile EEC limits.

Their belief is reinforced by an article in the German newspaper "Die Welt" which claimed that Spanish fishermen on middle-water trawlers in northern Spain were ready to defy the limits — if their owners would pay the fines and pay the crew while under arrest in Irish waters.

"Die Welt" said that skippers were particularly eager to start into the rich grounds off the south of Ireland, but while owners generally paid the fines, the crews now wanted written guarantees of compensation before they sold.

Rory Conway, defending both men pleaded for a reduction in the valuations put on the catches and gear. But Justice M. J. O'Hara refused to reduce the valuations and said that the Minister for Fisheries was talking about an increase in penalties.

According to the organisation's chairman, Skipper Tom Lantry, withdrawals had fallen considerably this year due to the reduction in supply, higher prices resulting from greater demand, and to recognition that the national system of minimum prices was here to stay.

Mr Regan said: "The benefits we share from an exhibition such as this, where we can view and appraise the application of wise and highly developed gear technology, cannot be overstated."

With Canada poised for a major expansion of fishing

now that she has a 200-mile limit, many exhibitors told

Fishing News they were in Halifax hoping to get a share of the action when it started.

Their hopes must have

taken a knock when the

Federal Fisheries Minister,

Ronnie LeBlanc, told journalists he was not convinced

that massive foreign invest-

September 9, 1977

FISHING NEWS

Irish find 200-miles can be costly

THE PROTECTION of wider limits has pushed the cost of Ireland's Naval Service up by more than 50 per cent, fishermen were told in Galway last week.

Speaking at the first annual dinner of the Irish Fish Producers' Organisation, Eire's Minister for Defence, Robert Molloy, said the

number she had arrested in one patrol period to five.

The Iberian skipper, Antonio Elordi Bolingo and the Elefante (Skipper Jose Javier Sando Gonzales), both from Bilbao, were found 150 miles inside the limits off the Mizen Head last week and brought into Castletownbere.

The skippers were fined £100 each at Bandon District Court last Friday and their gear and catch confiscated. Skipper Bolingo was ordered to pay £2,604 compensation and skipper Gonzales £1,668 if they wanted to get their gear back and sail from Castletownbere.

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With Canada poised for a major expansion of fishing

Skipper Willie Hay (right) presents Nova Scotia's Premier, Gerald Regan, with a framed reproduction of a Scots fisher lass at last week's opening of the World Fishing Exhibition.



Skipper present painting to PM

SCOTTISH fishermen marked the opening of the World Fishing Exhibition in Canada last week in great style.

Skipper Willie Hay and Davis Smith presented Nova Scotia's Premier, Gerald Regan with a framed reproduction painting of a Scots fisher lass when he opened the show.

Exhibitors from 14 countries were taking part in the show which opened in a heat-wave.

Mr Regan said: "The

benefits we share from an exhibition such as this, where we can view and appraise the application of wise and highly developed gear technology, cannot be overstated."

Their hopes must have

taken a knock when the

Federal Fisheries Minister,

Ronnie LeBlanc, told journalists he was not convinced

that massive foreign invest-

ment in Canadian fishing was either warranted or desired. Canada must move slowly, he said.

After participating in the Atlantic Fisheries Technological Conference in Halifax last week, Dr. W. Lyon Dean, chairman of the Herring Industry Board, was travelling around Canada to discuss herring problems with Canadian fishermen.

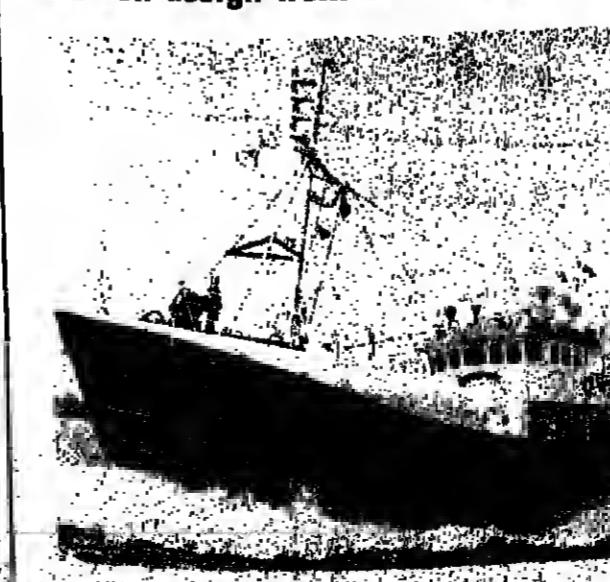
• FIFTY prints of the fisher-girl painting are to be offered for sale by Anstruther's Scottish Fisheries Museum, which has the original, by John McHie.

Profits from the sales will be used to buy a copy of the documentary film "Shouts of Herring".

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Watson design from 45 ft. to 86 ft.



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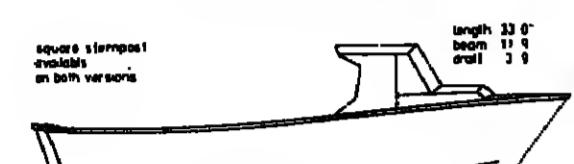
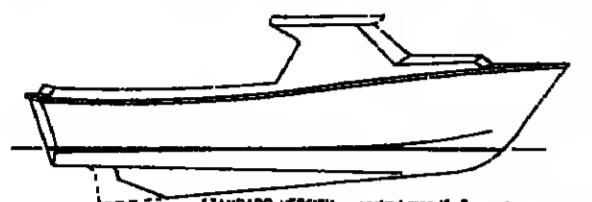
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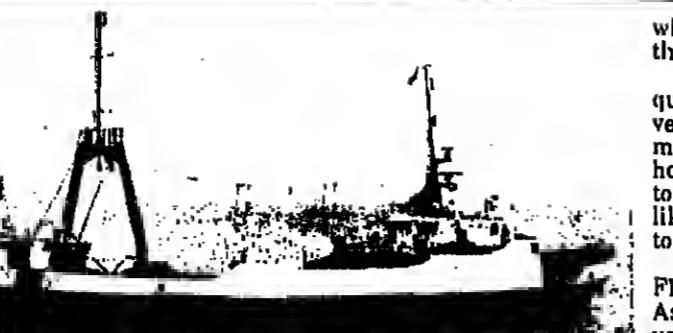
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late night Tues-Thurs 8.00-9.00



Ships stay at Fleetwood



FLEETWOOD'S fish supplies will not be hit as badly as first expected with the opening of the south-west mackerel fishery. J. Marr and Sons Ltd, who decided to send three of their stern trawlers to Cornwall, are now going to keep the vessels at Fleetwood for pair trawling instead.

It was intended that *Norina*, *Jacinto* and *Fylde* would go south. But then *Norina* was paired with the *Idena* for white fishing. And last week the firm announced that *Fylde* and *Jacinto* — two of the port's most successful vessels — were also to go pair fishing for white fish. Jim Croes, J. Marr's

Jacinto, one of Fleetwood's most successful vessels, is to go pair trawling with *Fylde* instead of mackerel fishing.

Fleetwood manager, said: elsewhere. "We feel that because of the probe quota that will be imposed in the south-west the moment and this will cut ships will be better employed down the quota available

when the mackerel moves to the south-west."

"It has cost the company quite a lot of money to convert the ships. The Government haven't helped — they have taken such a long time to indicate what the quota is likely to be and waited right to the death," he said.

Alan Welsh, president of Fleetwood Fish Merchants Association, said: "This is very good news for our side of the industry. At one time it looked as though eight or more of the best ships in the fleet would be going south. Now this has been cut to six."

"It will certainly help morale on the dock. It will be great if other firms follow suit."

"There is a lot of mackerel being caught in the Minch at this time of year for 41 years. He claims that the new licensing bim of his livelihood.

Under the new system only 100 licences were issued. Fifteen of these went to Manx boats, leaving more than 200 British skippers such as Mr Warnock fighting for the remaining 85. He didn't get one.

Along with many others, Mr. Warnock — the Ulster Association's chairman for 21 years — believes that the licensing system should not have been devised. "All that need have happened was for the fishing to continue until the quota was reached and then for everyone to have stopped fishing," he said at one of the protest meetings.

"In that way everyone who normally fished the Manx herring would have had his chance and there would have been none of the ill-feeling caused by this system."

Mr. Warnock was refused a licence even though he had been fishing out of Peel for the past ten months, and had landed their first herring in February, long before the herring season is usually thought about.

He has now had to put expensive herring gear on the rocks. "I am a Justice of the Peace and I am not going to break the law," he said. "But it is bad law, and I am speaking for all the Northern Ireland fishermen when I say that."

ICE STRIKERS BACK TO WORK AT GRIMSBY

THE ICE-TRIMMERS' strike at Grimsby ended last weekend when the ten men involved resumed work to load fishing vessels for sea — after the Grimsby Ice Company, it is understood, agreed to discussions on restructuring wages.

Throughout the eight-day strike, the council of the Grimsby Fishing Vessel Owners' Association, which administers the ice company, remained adamant that it could not consider the men's claim for more pay until they returned to work.

The trimmers decided to accept this offer, having already been warned that their claims contravened the Government's pay guidelines, and some men turned up last Friday to load vessels sailing

during the weekend. All ten trimmers were working normally on Monday.

During the dispute many

vessels sailed without ice,

calling elsewhere for supplies before heading for the fishing grounds. Seiners, pair trawlers and middle-water trawlers were loaded at the north-east port and in Scotland, while nearly all the distant-water vessels heading for the north-east Arctic collected ice in Norway.

The strike did not affect ice

production at the Grimsby factory, where process workers were able to maintain supplies to fish merchants.

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FISHING NEWS



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A net used on
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nets are being stowed
shooting; netting is not
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Lead lines are invariably
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ines so that nets can be shot
athwart the tide with plenty
of way on the boat.

Procedure when shooting is
for one man to steer end adjust
engine revolutions. The
other, having lowered an
anchor and buoy line over-
board, faces aft and shoots
net by heaving successive
lengths of leadline over the
lee rail. Float lines fly over
the floats of their own accord
and some care has to be taken
by the helmsman to ensure
that they do not cause nets to
foul the propeller.

"Any information on how
to work fleets of trammels,
and if it is possible to haul
them mechanically would be
welcome."

You must first decide what
size of net is required, if
working fleets of trammels
full-time. Manufacturers of
standard nets make them in

John Burgess' Log

anchore used on
ast of England for
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each about 25 fm.
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foul the propeller.

When a fleet has been shot,
another anchor and buoy line
are lowered over board, and it
is left unattended to fish for
about 24 hours.

Usual practice is to haul
nets towards slack water,
clear them, replace any which
are damaged and shoot the
fleet again before the flood
tide starts to run strongly.

When hauling manually,
one man normally does the
donkey work in the bow of the
boat. He toils away, adjusting
his hauling speed so that his
mate behind him has time to
remove fish and rubbish from
the nets before flaking them
down ready for shooting again.

If a net is damaged or too
full of crabs or rubbish to be
cleared while hauling, it will
be replaced or cleared when
all nets have been hauled. If
weather conditions are bad,
nets may be hauled and dumped
with fish still in them — to be
cleared later

September 8, 1977

lower can be achieved with
smaller engines, conserving
less fuel than would otherwise
be required. An increase of
about 15 per cent in power
at low speeds can be
expected.

Typical haulers include
one capable of a pull of up to
500 lb. at speeds of up to 100
ft./min. and another with a
pull of up to 1000 lb. at up to
100 ft./min. Two versions of
each of these haulers are
available, one with a
neoprene-covered flat drum
or roller and the other with a
neoprene-covered shenou.

I don't know whether flat
drum or shenou versions are
proving most popular, but the
flat drum model may be most
suitable for hauling trammels.

When you are hauling
them your eyes are naturally
riveted on the contents of the
net as it comes in mind, when
using a shenou type hauler, it
is easy to forget to keep one
eye lifting to see that parts of
the netting do not join and get
carried round the sheave, so
needing a reversal of operations.

Crude oil is a distillate, i.e.
terminated in character
between paraffin and light
lubricating oil. Its sulphur
content is practically zero and
it is free from other acids
which are purifies and residual
fuels.

Diesel oil, with one or two
exceptions, is graded and
which can be burnt in a
pressure ignition engine.

Owners often ask about
harmful effects of sulphur
diesel oil and whether it is
possible to get sulphur-free
fuel oil or to lessen the effect
of sulphur in any way.

Gas oil can in fact be
regarded as sulphur-free for
most practical purposes but
other diesel fuel oils contain
traces of sulphur. When they
are used, and combustion
takes place in engine
cylinders, sulphur is oxidized
and this combines with
oxygen present to form sulphuric
acid and it is this that
attacks livers and lungs.

"We troll the worms astern
of the boat mostly and they
are a sure killer for pollack."
Our trouble is that we
can't get them here on the Isle
of Man any more.

"We understand that they
need to be imported from
Norway but have been unable
to discover either the name of
the manufacturer or of
anyone in England or
Scotland who imports them.
Can you help us locate
one or the other?"

Large white, yellow, red
and black rubber rods, possibly
made in Norway, are obtainable
from the Buchini Supply Stores,
71 Broad Street, Peterhead, Scotland.

Ways of reducing wear
caused by sulphuric acid
include raising the operating
temperature of an engine and
using high quality lubricating
oil. Raising the temperature
materially reduces the amount
of corrosive acid produced.
High quality oil
helps neutralising the acid
taken into suspension carbon
produced when combustion
takes place and minimises
the amount deposited.

A third recurring question
concerns suitable materials
for making diesel fuel oil
tanks. Stainless steel, black
iron, aluminium and glass
reinforced plastic are all
suitable for the purpose but
copper and galvanised
iron are not. Diesel oil has a
damaging effect on copper
and brass, and even the very
small quantities of organic
acids in it will attack zinc.

Obvious ways of conserving
fuel include never leaving
the engine running unnecessarily;
keeping the bottom of the boat well coated
and free of fouling organisms;
maintaining the engine efficiently
by checking and changing filters,
cleaning and adjusting injectors regularly;
and keeping the propeller in an
efficient condition.

What underway, fuel will
be saved if speed is increased
gradually instead of suddenly;
if grounds are worked as
close to the boat as is
economically feasible; if
economical speed only is used
to reach and return from the
grounds, and sails are set if
and when possible to provide
auxiliary motive power.

You can also conserve fuel
if the boat is navigated accurately
and carefully steered; if close co-operation
is maintained with other
boats in order to minimise
time spent searching for fish;
and if passive methods of
fishing such as longlining,
gill and tangle netting are
employed instead of trawling.

A less obvious method of
fuel saving is to fit a propeller
nose cone to reduce the drag
of the hull.

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September 8, 1977

Skipper opposes bridge closure

THERE HAS been an angry
response to a decision to close
Prestwood's Wyre Dock swing
bridge. Skipper George
Fletcher, writing to a local
newspaper, said: "It's all
right for the docks manager to
say use the dock gates but I
wonder what would happen if
an accident occurred, such as
someone slipping into the
dock when it is raining or
frosty."

Corpses

"Nobody would hear any
calls for help as there is
nothing there when the gates
are closed at night."

"There have been enough
corpses recovered from the
dock of late. It's a time more
interest was taken in
pedestrian safety. Also, there
are no telephones available
on the south-east side of the
dock if help is needed and
only one on the other side,"
he said.

Sterngear range described

THE LATEST catalogue
from Teignbridge Engineers
Ltd. (Merine Division),
manufacturers of sterngear,
propellers and bronze fittings,
is now available.

It covers the whole of an
extensive range of products
manufactured by the company,
and features a new
range of plug-type seaweed
strainers.

Most of the items described
in the catalogue are illustrated
and accompanied by dimension
tables.

A new Teignbridge factory
providing an additional
10,000 sq. ft. is at present under
construction and should be
operational by mid-September.

The fishery was hit by a
periodic warm current intrusion
known locally as El Nino.

Normal stocks amounting
to more than 20 million tons
were drastically reduced,
both by the water changes
caused by El Nino and by
fishing which, apparently,
went on far too long after the
decline was suspected.

Since then the industry has
struggled to recover. It has
been nationalised; it has
become more compact as the
fishery was hit by a
periodic warm current intrusion
known locally as El Nino.

Then, last year, there was
another, smaller, El Nino.
Meanwhile about four million
tons of anchovy were taken
from stocks which may have
fallen to the "danger" level of
around five million tons.

Fishing was allowed in
April this year but stopped
after a few weeks when surveys
in July and August indicated
that the depletion

could be far below the
"danger" level — perhaps
leaving stocks of about two to
three million tons.

The Merine Institute has
therefore strongly recommended
to the Peruvian government that it
prohibit all anchovy fishing
for the next two years. If the
stocks in 1978.

Damage

In a pattern all too familiar
the hopes and needs of a
fishing industry have been
balanced against the
evidence, and on too many
occasions in Peru the renewed
fishing probably caused
further damage.

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Billinggate

NEARLY A YEAR and an oyster ago, this column drew attention
to the fact that there was only one oyster firm in the
market and that is still the case.

Outs apart from creating an undesirable situation on
pols, it has led to the firm being able to dictate the variety of
oysters it will sell; or rather not sell, because there has been a
constant failure to stock hatchery-bred Pacific oysters.

There can be little doubt that even though the wholesale
price of the Colchester natives has gone up another 10 per
cent this year, the final consumer is not going to turn to
what he would consider inferior imitations.

But out there in the great wide world, there is a host of
people who have been persuaded in recent years that prawns
cooked in batter are not only for the Italians; that cockles are
socially acceptable if immersed in the mayonnaise of a sea-
food cocktail.

May be tempted

These are the people who may be tempted to try
these new oysters and if the normal presentation — live, as a
glob of not very inviting protoplasm on the half-shell — does not
attract them, there are many simple ways of cooking these
molluscs, with the added advantage of their being available
all the year round.

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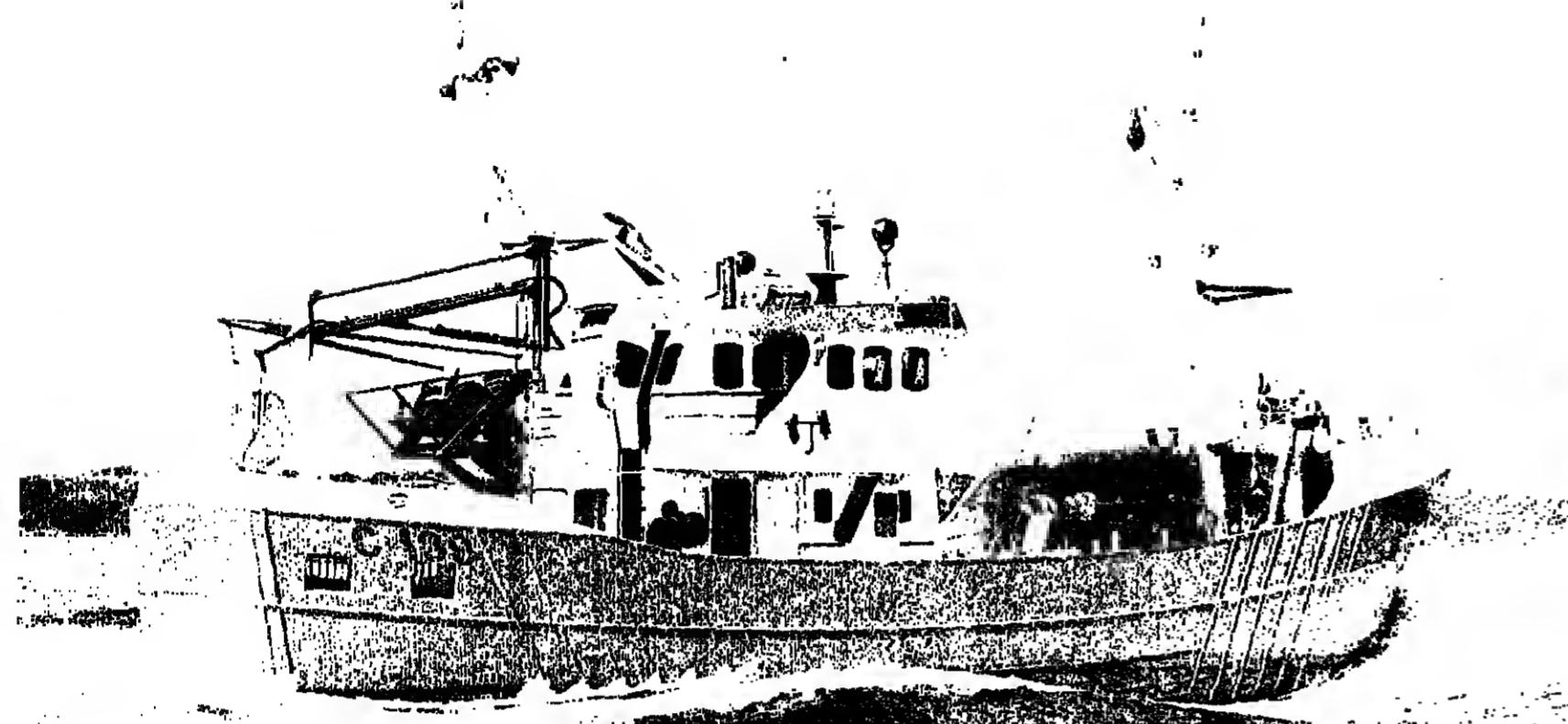
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March 11, 1977

FISHING NEWS



September 8, 1977

September 9, 1977

FISHING NEWS



'GOLDEN DAWN'

— Irish 86-footer on Dutch hull

IRELAND'S boat-building industry is gearing up to produce steel trawlers in the 80ft. range and one yard well to the fore in this swing away from wood is Maritem Industries of Cobh, Co. Cork.

Latest completion from Maritem is *Golden Dawn*, an 86-footer based on a hull from the Mosskant yard in Holland, which is a fishing vessel builder in its own right.

Setting up what amounts to a whole new industry takes time and so the yard is

meeting the demand for steel fishing boats in this class by importing Dutch hulls for fitting out.

The firm has a shed under construction which will be used for fabricating steel ship sections for assembly on its slipway.

She has been built for Skipper Patrick O'Driscoll of Cape Clear, Co. Cork, and is

powered by an 850 h.p. main engine. A feature of the vessel is her Brattvaag dual-station electro/hydraulic remote control system for the Brattvaag winch machinery. Control consoles are positioned forward and aft in the wheelhouse.

Another feature is the D.E.V. Engineering warp tension equipment and remote recording and pre-setting devices, together with audible alarms. These features, in conjunction with the Nettunda equipment, ensure optimum efficiency for net shooting and hauling.

The vessel is equipped with Promac hold refrigeration equipment and, to comply with EEC regulations for storage of foodstuffs, the entire hold has been finished in double laminated white glassfibre.

The main engine of *Golden Dawn* is a British Polar diesel of 850 h.p. at 825 rpm driving an 11-step VP gearbox and stern gear with a nozzle. The three-bladed propeller has a diameter of 2,084 mm.

A Norwegian central gearbox with hydraulic clutch is powered off the main engines to drive the main Brattvaag system pump, a Tenfield steering pump and a 220 AC/G generator.

Two auxiliaries

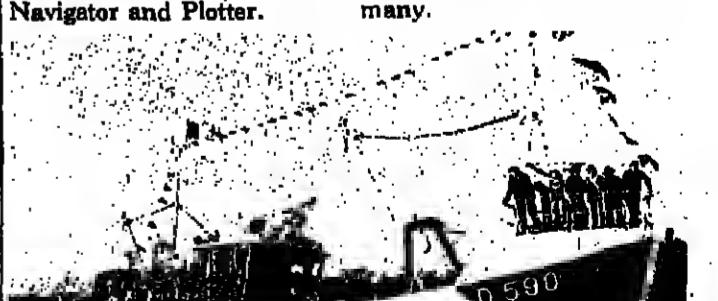
There are two Lister auxiliaries of 127 h.p. at 1,800 rpm driving all auxiliary gear.

The vessel is fitted with one G.G.G. 300/875 Gilibrator pump and one high-capacity Desmi 3in. centrifugal pump. A Rapp power block and parallel stay-crane is fitted.

The vessel's wheelhouse equipment includes: Roberton autopilot, Bee log, Dan Com SSB radio, Viking VHF, fish finder system 720 S.P., netsonde, Atles Echograph 240, Atles reader 30200, Wasmer sonar, Decca Navigator and Plotter.

While the 86-footers have been delivered with forward wheelhouses, these next two are to have their wheelhouses aft. Steel bulkheads, whalebacks, deck and wheelhouses are specified and power units will be Kelvin TASC8 models of 426 b.h.p. at 1,225 rpm.

The ten-knot boats will each be fitted with a four-bladed propeller driven through 3.8:1 Reintjes gearbox. Most of their electronic aids will be from Atles of Germany.



CARNOW BAY (above), a 65ft. transom stern trawler, was delivered by the Maritem yard quite recently. She is owned by Skerries skipper George Rogan, and is a good example of the wooden boats the yard produces.

The trawler has a beam of 22ft. and a registered depth of 10.4ft. Her gross tonnage is 82.89 and net tonnage, 40.60. Carnow Bay is powered by a Caterpillar D853 series E main engine of 412 hp at 1,225 rpm, which drives through a 4.091 Twin Disc gearbox.

Her combination seine-trawl winch is by Dauntless Engineering and D.E.V. supplied her 27in. power block and trawl. Electronic aids include Atlas 611S fish finder, Echograph type 240 and 420 K Netsonde.

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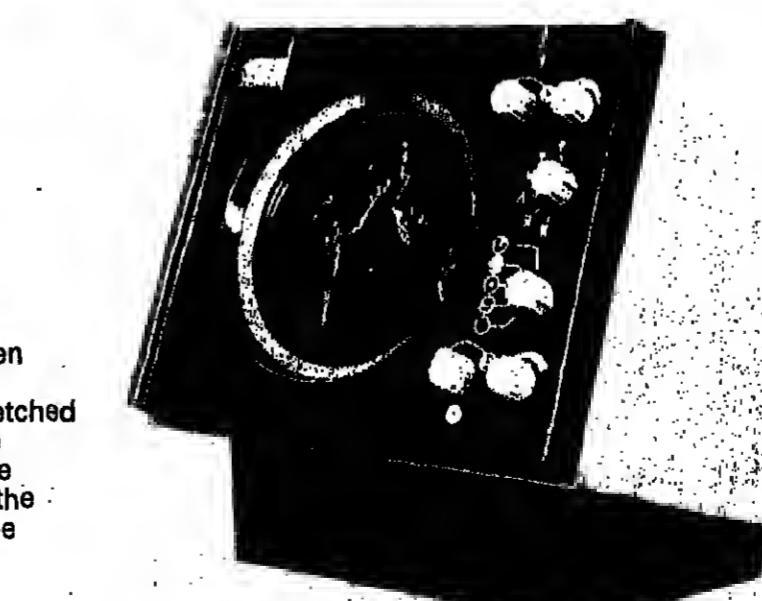
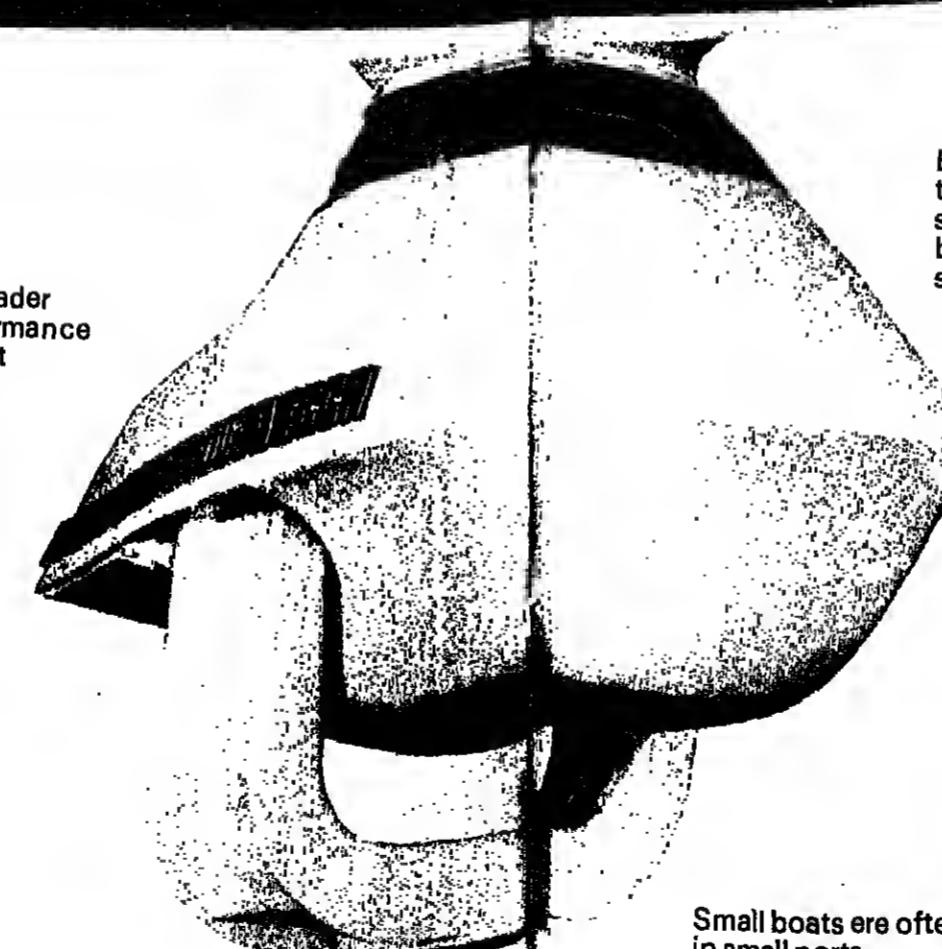
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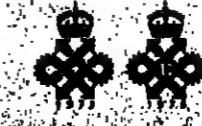
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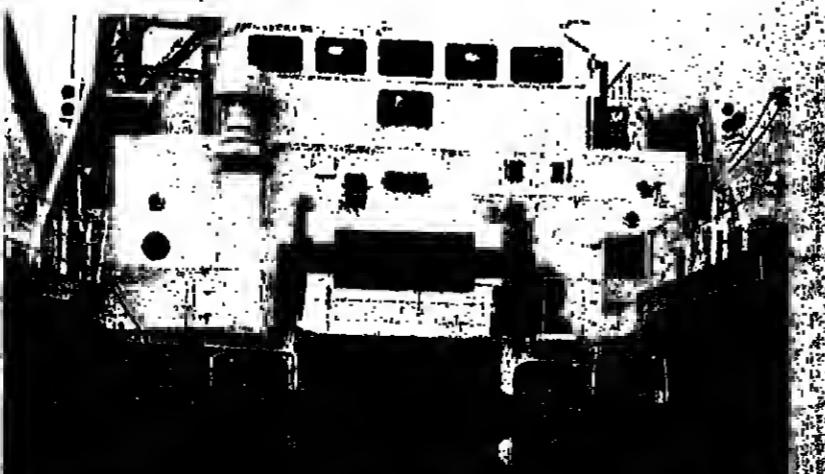
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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Oistant Water

£45,261: *Ross Kelvin*, BUT (Sk. B. Stokes), 1,310 k, BI, 24 days.
£41,001: *Ross Kipling*, BUT (Sk. W. Ferrand), 1,149 k, BI, 23 days.
£40,336: *Ross Rodney*, BUT (Sk. L. Edwards), 1,101 k, BI, 24 days.
£28,781: *Belgoun*, Boston (Sk. E. Grant), 801 k, BI, 25 days.
£25,851: *Aldershot*, Consol (Sk. A. Call), 738 k, BI, 24 days.
£25,359: *William Wilberforce*, Boston (Sk. R. Evans), 711 k, BI, 24 days.
£24,428: *Barnsley*, Consol (Sk. W. G. Hardie Jnr.), 719 k, BI, 24 days.

Middle Water

£23,069: *Ross Tiger*, BUT (Sk. J. Waddingham), 643 k, W, 16 days.
£16,900: *Boston Phantom*, Boston (Sk. C. Edwards), 556 k, W, 16 days.
£13,980: *Boston Halifax*, Boston (Sk. C. Newton), 667 k, W, 16 days.
£13,544: *Erino*, Taylor (Sk. G. Smith), 474 k, W, 15 days.
£10,843: *Crystal Palace*, Consol (Sk. H. Burgess), 406 k, W, 17 days.

North Sea

£8,630: *Tom Grant*, Lindsey (Sk. A. Hatton), 249 k, NS, 13 days.
£7,574: *Lemberg*, Lindsey (Sk. H. Pexman), 253 k, NS, 12 days.

Sailers

£8,752: *Rasmine*, Chapman (Sk. V. Thomsen), 217 k, NS, 15 days.
£7,971: *Bellona*, Consol (Sk. A. Thinnenes), 212 k, NS, 15 days.
£7,852: *Cleaver Bonk*, Sleight (Sk. C. Andersen), 201 k, NS, 16 days.
£7,329: *Iris Deon*, Consol (Sk. B. Andersen), 212 k, NS, 15 days.
£7,292: *Joy Nielsen*, Chapman (Sk. K. Hansen), 196 k, NS, 17 days.
£6,620: *Frederiksborg*, Sleight (Sk. G. Mussell), 193 k, NS, 15 days.

Pearl teams

£8,490: *Sonia Jane*, (Sk. D. Buley), 257 k, and £8,124: *Aan Charlotte*, (Sk. R. Collins), 247 k, both John R., NS, 10 days.
£4,016: *Jilannon*, (Sk. R. Zeebroek), 122 k, and £2,976: *Jorvit*, (Sk. J. Zeebroek), 94 k, both Richardsons, NS, 10 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Hull: *Ross Kelly*, Ross Bear Island; *White Seal*; *Falstaff*; *Revenge*; *Ferries* and *Westerly*; *Loch Erribal*, Lord St. Vincent; *Kylo*, *Ross Club*; *Ross Jaguar*, *Ross Canaveral*, *Ross Onion*, *St. Ross Panther*, *Ross Zebra*, *Giles*.

PORT MARKETS

THURSDAY, SEPTEMBER 1

EYEMOUTH

Prices: large codling, £4/20; medium, £28/26; small, £26/27; best small, £17/20/25; plaice, £2/20/21; large, £14/17; small, £10/12; large haddock, £28/30; medium, £22/23; small, £11/12; large skinned dogfish, £7/40; large haddock, £28/30; medium, £22/23; small, £11/12; rockfish, £1/40/24/26; redfish, £1/6/18; small, £10/80/16; per lb.; lobster, £22/20/24/26; per stone; £1.85 per lb.; crab, £28/50 per stone.

MONDAY, SEPTEMBER 5

GRIMSBY

A moderate supply of £197/112 kgs. vessel: Price ranges per lb. 1/11.00-1/12.00. From 10 bushels and up, £1.00 per kg.

£1,719: *Shawnee*, (Sk. D. Sherriff), 37 k, and *Mohave*, (Sk. D. Rose), light, both Sleight, NS, broken trip.

£1,707: *Ben Heilem*, Irvin (Sk. C. Grimmer), 796 k, F, 15 days.

£15,478: *Grampian Chieftain*, North Star (Sk. R. Leiper), 497 k, S, 15 days.

£13,263: *Grampian Warrior*, North Star (Sk. W. Morgan), 508 k, S, 12 days.

£11,885: *Ross Curlew*, BUT (Sk. R. Summers), 453 k, S, 11 days.

£11,534: *Benello*, Marr (Sk. F. Morrell), 1,057 k, BI, 25 days.

£11,063: *Suffolk Crusader*, Hobson (Sk. A. Blowers), 452 k, NS, 13 days.

£10,504: *Boston Sea Knight*, Boston (Sk. A. Lincoln), 349 k, NS, 14 days.

£9,309: *Hatherleigh*, Putford (Sk. P. Gooch), 343 k, NS, 12 days.

£11,286: *Ben Strome*, Irvin (Sk. E. Longhorn), 38,500 kgs, NS, 13 days.

£11,871: *Ben Churn*, Irvin (Sk. E. Jamison), 32,458 kgs, NS, 14 days.

£11,207: *Christine Neilson*, Irvin (Sk. C. Elise), 21,010 kgs, NS, 5 days.

£8,731: *Congeno*, Irvin (Sk. A. Morse, Jnr.), 16,172 kgs, NS, 4 days.

£5,647: *Lindisfarne*, Irvin (Sk. J. Bailey), 9,760 kgs, NS, 5 days.

£5,132: *Starrello*, Irvin (Sk. T. Johnson), 12,580 kgs, NS, 2 days.

£11,531: *Wyre Conqueror*, Wyre (Sk. W. Spearpoint Jnr.), 438 k, 14 days.

£25,096: *Ella Hewett*, Hewett (Sk. H. Buckley), 1,005 k, 27 days.

£11,063: *Suffolk Crusader*, Hobson (Sk. A. Blowers), 452 k, NS, 12 days.

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